

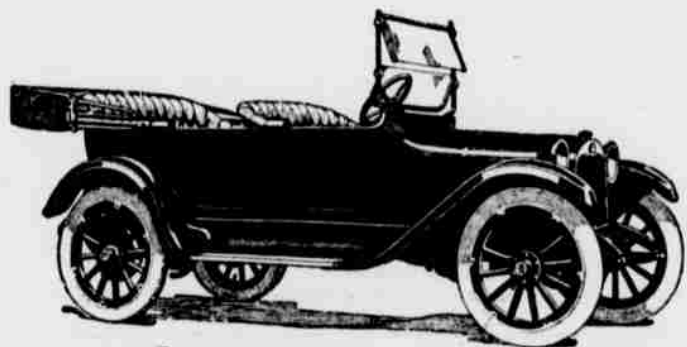
THE AUTOMOBILE

DODGE BROTHERS MOTOR CAR

In Mexico and on the American border it has distinguished itself in government service.

Its satisfactory performance under conditions of unusual hardship is now a matter of authentic record.

The gasoline consumption is unusually low
The tire mileage is unusually high
The price of the Touring Car or Roadster complete is \$785 (f.o.b.) Detroit



PATTERSON MOTOR COMPANY

200 West Main St.

HOW TO TEST GEAR TEETH.

Dodge Brothers' Engineers Develop Machine to Measure Strength.

Every part that enters into a high grade motor car must pass a series of rigid tests. In the plant of Dodge Brothers, acknowledged to be one of the best of the industry, nothing is left to chance. Every part is not only thoroughly tested but so carefully are tests conducted that it is definitely known just what each part will stand.

In testing the teeth of gears the ordinary test has been to deliver a powerful blow against the teeth. The effect of the blow was easily apparent but it was impossible to measure how much force had been expended. The problem was put up to the engineers of Dodge Brothers and they developed a machine that delivers the blow and at the same time measures the force used.

The principle is the same as though a workman took a chisel, placed it against a tooth and struck the chisel with a hammer. In the case of the machine a sharp blade is forced against the tooth with a heavy impact and on a dial the "left over energy" is registered. It is a simple matter of mathematics then to calculate the amount of force needed to break the tooth.

Adjusting the Mixture.

Reducing the richness of the mixture used in a motor to the point of best economy, is generally found to lead to starting difficulties. When gasoline is cold, less of it will pass through the carburetor into the intake pipe than when it is warm, because cold gasoline is more dense and viscous than warm gasoline. Then too, the fuel which reaches the intake passages and cylinders of a cold motor mostly remains in a liquid condition and does not vaporize and mix with the air to form a readily explosive mixture. For this

reason it is necessary to temporarily supply a great excess of gasoline to the intake system when a motor is to be started cold, so that even though most of it remains as liquid, sufficient may evaporate to form an explosive mixture. This is best done by means of a device for choking the pipe through which air enters the carburetor so that the suction upon the fuel jet in the carburetor shall be greatly increased and very little air and much gasoline be taken into the intake pipe and cylinders until the motor starts and begins to warm up. Such a choking device or strangler is usually a butterfly valve or shutter placed in the carburetor air intake and arranged to be operated by means of a small lever on the steering column or dash. Such an arrangement can be applied to any carburetor and every car should be provided with it. This strangling valve should be closed at starting and after starting should be gradually opened as rapidly as it can be without causing the motor to stall to easily. When the motor has nearly reached its full running temperature it can be fully opened and left in that position so long as the motor remains well warmed. It is only when such a device is used that both an economical running mixture and easy starting can be attained. Although most cars are now equipped with electric starters it is very advisable that a good starting mixture shall be attainable in order to avoid all unnecessary drain upon the storage battery.—Exchange.

Don't Overfeed Your Battery.

One of the things which every car owner must guard against in hot weather is overheating his storage battery. This condition may be brought about through several things one of which is giving the battery too much current.

In speaking of this subject, Ritter & Sles, local managers of the Willard Service Station, say: "A storage

battery is intended to do a certain amount of work. In order to do this work it is constantly receiving electrical energy from the generator on your car. It must give up a certain amount of energy if it is to continue in a healthy condition.

"The same principle must be applied as you apply to your own being. There must be a proper balance between feeding and exercising. If you overheat and do not exercise enough you will be ill. If too much current is put into a battery in proportion to the amount taken out, the battery will be ill.

"An overfed battery heats up rapidly and special precautions must be taken to overcome this condition. The temperature of your battery should be taken with a dairy thermometer from time to time, particularly in very warm weather, and never be allowed to exceed 120 degrees F. 100 degrees is a danger point and shows necessity for quick action.

"If your battery is overheated through overfeeding, the easiest remedy is to use up some of the current by keeping the lights burning when driving in the daytime. This will counteract the effect of overfeeding and restore your battery to its normal condition."

Kansas Farmers Use Tractors.

Topeka, Kan., October 7.—That Kansas are rapidly adopting the new farm power is shown in a report issued from the state board of agriculture today which states that 3,522 tractors were owned by Kansas farmers on March 1, 1918, as compared with 2,493 for the year preceding. The increase is only a little short of 60 per cent. This year's census reveals tractors in every county in the state except Wichita. Pawnee county reports the largest number with 113, followed by Ford and Sedgwick with 108 each, Reno 107, and Barton 106. The following counties are some of those who showed well in the assessor's returns:

Allen 23; Barton 106; Bourbon 15; Clay 28; Cowley 68; Crawford 18; Douglas 29; Franklin 22; Geary 23; Harvey 83; Labette 79; Lane 9; Leavenworth 38; Lyon 39; Montgomery 26; Neosho 18; Riley 23; Saline 59; Sedgwick 108; Shawnee 29.

Policeman's Signals.

But let us go further: We need standardized methods of police regulation. Take a 1,600-mile trip through several eastern states and you see how essential it is that the corner policeman has a uniform signal. In one city he swings his hands in a confusing manner and you do not know what he means. The result is you get a call down. In the next city he

does not swing his hands at all and you get into more trouble.

Every police force in every city of 5,000 population or more should use the same arm or hand signals in controlling traffic. The motorists spending two weeks in a vacation tour goes through as many as twenty or more towns and cities a day. It is essential to him that traffic signals be standardized. You are putting the cart before the horse when you permit the chiefs of police in hundreds of different cities to develop some system of their own for signaling. Such a method of procedure is all wrong. It is conducive to accidents and is a trouble maker and a work maker for the police and the pedestrians. Let us have standardized hand signals.

Headlight Glare.

We are a long way from finality in dimming headlights. Some of the alleged dimming devices are positively dangerous. They cut down the volume of light too much. When driving at night on a road with a black surface it is essential that you be able to

pick up objects on the road at a distance of 150 feet. You should be able to detect a human being on the black road surface at that distance. Some of the alleged anti-glare devices consume too much light and do not leave sufficient illumination to do this. Such devices are not safe. The motorist must have light. He must have it on the road surface and not up in the branches of trees. The ideal dimming device is one that will not interfere with that light shed on the road surface but will only cut out those rays

that go up in the air and serve no useful role in illumination, but are in short nuisances and dazzle others on the road.

At this rate of exchange it will soon be necessary to quote German marks in terms of Carranza currency.—Boston Transcript.

One gathers from the latest explanation from Tokyo that Japan has no more designs on China than a cat has on a canary bird.—Boston Transcript.

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23—South Washington—23

QUALITY ECONOMY MILEAGE

New tires, old tires half sold with our 3,500 mile new top. Old tires rebuilt, 2,000 mile guarantee. See us before you dispose of your old tires, they are worth money—don't throw money away. Our tires are 90 per cent puncture and blow-out proof and we positively guarantee to save you 50 to 75 per cent tire expense. See us before you buy. New tires less than others—If we can't Save You Money, it Can't be Done.

ADD-A-TREAD FOR SAFETY FIRST

WE SOLICIT YOUR PATRONAGE—WE INVITE YOUR INSPECTION

Maxwell Service SERVES

Maxwell has put a real meaning into the word "Service."

Simply by requiring every Maxwell dealer to carry a full supply of Maxwell parts—so that he can replace any damaged or worn part at once, without waiting for parts to be shipped from the factory.

If you are a Maxwell owner your car will always be in running order because our dealer—any Maxwell dealer—can give you real and immediate service. If he couldn't, he wouldn't be a Maxwell dealer.

Not more than one or two automobile builders in the country can give you service that compares with Maxwell Service.

This is a vital point. Investigate it fully before buying your car.

Roadster \$580; Touring Car \$595; Cabriolet \$605; Town Car \$915; Sedan \$985. Fully equipped, including electric starter and lights. All prices f.o.b. Detroit.

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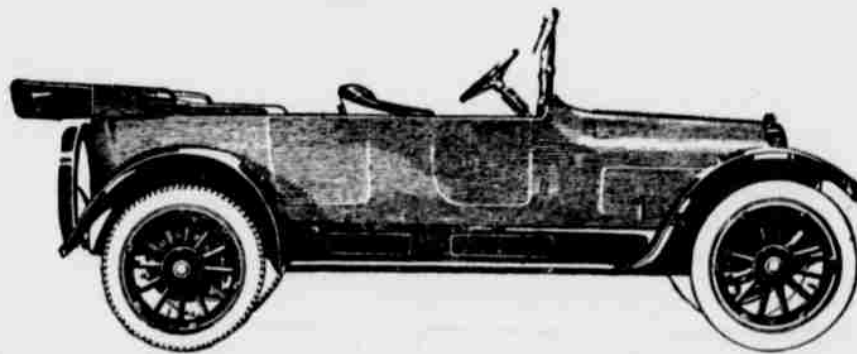
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Now at the height of its development—

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